

OUR JOBBING DEPARTMENT  
HAVING BEEN REPLEN-  
ISHED with a large num-  
ber of the latest European  
and American NOVELTIES,  
we are prepared to execute  
orders for FANCY WORK with  
utmost and despatch, and at  
very moderate rates.

\* CHINA MAIL OFFICE.

VOL. XLX. NO. 9748.

第一月十五年四十九百八十一英

Established February 1840.

HONGKONG, FRIDAY, MAY 11, 1894.

日初月四十年

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALAN, II & 12, Clement's Lane, Lombard Street, E. C.; GEORGE STANN & CO., 30, Cornhill; GORDON & GOWRIE, Ludgate Circus, E.C.; HENRY & CO., 57, Walbrook, E.C.; SAMUEL DRAGON, & CO., 150 & 154, Leadenhall Street; W. M. WILLIS, 151, Cannon Street, E.C.; ROBERT WATSON, 150 Fleet Street; PARIS AND EUROPE.—AMERIQUE PARIS, 36, Rue Lafayette, Paris; NEW YORK.—J. STEWART LOCKHART, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street; SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco; AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTHE, Melbourne and Sydney; CEYLON.—W. M. SMITH & CO., THE AFRICANIAN CO., Colombo; SINGAPORE, STRAITS, &c.—KELLY & WALKER, LTD., Singapore; CHINA.—MCCOY, A. A. DA CRUZ, Amoy; N. MOALEH & CO., LIMITED, Foochow; HEDGES & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

#### BANKS.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, \$1,000,000.  
SUBSCRIBED CAPITAL, \$500,000.

HEAD OFFICE—HONGKONG.

Directors: H. STOLZENFELS, Esq.; CHAN KEE SHAN, CHOW TUNG SHANG, Esq.; KWAN HOI CHUN, Esq.; Chief Manager, GEO. W. F. PLAYFAIR.

Branches: LONDON, YOKOHAMA, SHANGHAI AND AMoy.

Banks: THE COMMERCIAL BANK OF SCOTLAND, PAIR'S BANKING CO. and THE ALLIANCE BANK (LD.)

Interest for 12 months Fixed 5%.

Hongkong, May 24, 1894.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000.  
SUBSCRIBED, £1,125,000.

Bankers: LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balance.

or FIXED DEPOSITS:—

For 12 Months, . . . . . 5%

For 6 Months, . . . . . 4%

For 3 Months, . . . . . 3%

JOHN THURBURN,

Manager, Hongkong.

Hongkong, February 4, 1893.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.

CAPITAL CALLED UP, . . . . . 251,093.15.0.

Bankers:

CAPITAL & COUNTRIES BANK, LIMITED.

Head Office: 3, PRINCES STREET, LONDON.

Branches: BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies: PERAK, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST.

Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTEY INGBALD,

Manager, Hongkong.

Hongkong, November 6, 1893.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$10,000,000.

Reserve Fund, \$4,200,000.

Reserve Liability or Provisions, \$10,000,000.

Court of Directors:—

O. J. HORSEY, Esq., Chairman.

J. S. MOORE, Esq., Deputy Chairman.

R. M. Gray, Esq., A. McConachie, Esq.

H. Hopkins, Esq., S. C. Michaelson, Esq.

H. H. Joseph, Esq., D. R. Sasseen, Esq.

Julius Kramer, Esq.

Chief Manager: H. STOLZENFELS, Esq.

Manager: Shanghai, J. P. WADE GARDNER, Esq.

London Bankers: LONDON AND COUNTRY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2% per cent per annum on the daily balance.

On Fixed Deposits:—

For 3 months 3 per cent per annum.

6 " 4 "

12 " 5 "

T. JACKSON, Chief Manager.

Hongkong, March 1, 1894.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP, £2,000,000.

RESERVE LIABILITY OF SHAREHOLDERS, £2,000,000.

RESERVE FUND, £2,000,000.

INTEREST allowed on Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits for 12 months 5%.

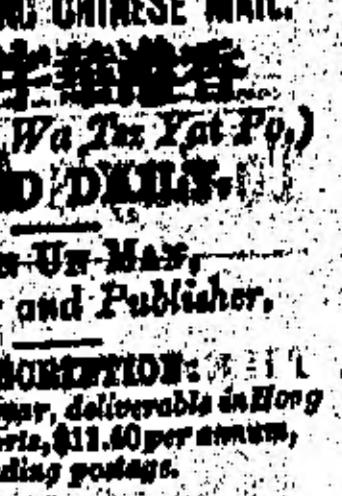
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# The China Mail.



Established February 1840.

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日初月四十年

PRICE, \$2 PER MONTH.

VOL. XLX. NO. 9748.

#### Intimations.

#### GOVERNMENT NOTIFICATION.

IT is hereby notified for Public information that the VALUATION LIST for the Colony for 1894-95 will be Open to Inspection at the TREASURY for 21 days, commencing on TUESDAY, the 15th May, 1894.

By Command,  
J. H. STEWART LOCKHART,  
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE, HONGKONG, May 9, 1894.

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INSURANCE HOLIDAY.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 14th Instant (W.H.R. MONDAY).

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Ltd.; General Managers, Hongkong Life Insurance Co., Ltd.

DOUGLAS JONES, Acting Secretary, North-China Insurance Co., Ltd.

H. P. WADMAN, Acting Secretary, China Trade Insurance Co., Ltd.

SHI SWAN & CO., Agents, Yangtze Insurance Association, Ltd.

JAMES B. COUGHTRIE, Secretary, China Fire Insurance Co., Ltd.

W. MACBEAN, Agent, The Straits Insurance Co., Ltd.; The Straits Fire Insurance Co., Ltd.

Hongkong, May 8, 1894.

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For 3 months 3 per cent per annum.

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12 " 5 "

T. JACKSON, Chief Manager.

Hongkong, March 1, 1894.

THE CHARTERED BANK OF INDIA,

# THE CHINA MAIL.

FRIDAY, MAY 11, 1894.

## To-day's Advertisements.

### SHIPPING.

#### ARRIVALS.

May 11.—  
Kiel, German steamer, 831, M. W. Krutzfeld, Bangkok May 3; Rice and Teakwood.

#### MELCHERS & CO.

Fidelity, German steamer, 762, J. Nissen, Newhaven and Okfco May 5, Beans and General.

#### TONG KIN.

Hailong, British steamer, 763, Roach, Tamsui May 7, Amoy 8, and Swatow 10; General—Doulas STEAMSHIP Co.

Riversdale, British ship, 1,311, E. Peck, Hongkong May 8, Coal—JARDINE, MATHERSON & CO.

Cheung Hock Kian, British steamer, 950, P. M. Kumah, Penang and Singapore May 2, General—FOO TSIK SENG.

Ghazee, British steamer, 1,764, A. Scott, Moji May 6, Coal—DOUWELL, CARLILL & CO.

Japan, British steamer, 2,795, V. W. Hall, Shanghai May 8, General—P. & O. S. N. CO.

#### DEPARTURES.

May 11.—  
Aline, for Hoilow.  
Hector, for Shanghai.  
Progress, for Nagasaki.  
Princess, for Shanghai.  
Nürnberg, for Yokohama.

#### CLEARED.

Drydock, for Moji.  
Cheung Hock Kian, for Amoy.  
Bothwell Castle, for Saigon.

#### PASSENGERS.

ARRIVED.

Pec Kiel, from Bangkok, 127 Chinese.

Per Hailong, from Coast Ports, Mr Cheong, and 180 Chinese.

For Cheung Hock Kian, from Singapore, 34 Chinese.

Per Japan, from Shanghai : for Hongkong, Mr. W. Shirley, Mr. Murray and servant, Mr. R. Frazer Smith, Mr. D. L. Lomax and servant, for London; Mr. and Mrs. Tseng, child and 2 servants, Mrs. Symonds, 3 children and 2 servants, from Amoy, for Singapore, 491 Chinese.

#### DEPARTED.

Per Nioberry, for Yokohama : from Hongkong, Mr. James Lockhead, Mrs. Grand and child, Mr. and Mrs. Simon Bernstein, Messrs. A. Vickow and Carl Voigts ; from Bremen, Mr. A. Hartmann ; from Southampton, Mr. and Mrs. W. Elkan ; from Naples, Dr. Yamazura, and Dr. K. Horowitz.

Per Alva, for Hoilow, 75 Chinese.  
Per Hector, for Shanghai, 2 Europeans.  
Per Progress, for Nagasaki, 1 European.

### ESTABLISHED A.D. 1841.

### MEMOS. FOR TO-MORROW.

#### Shipping.

Daylight.—Ancona leaves for Japan.

3 p.m.—Menton leaves for Sandakan, &c.

4 p.m.—Ningpo leaves for Shanghai.

4 p.m.—Oceans leaves for Hamburg, &c.

#### Amusements.

9 p.m.—Performance at the City Hall.

#### Miscellaneous.

2.45 p.m.—Competition of the Hongkong Rifle Association.

Goods per Frisk undelivered after this date subject to rent.

### LOCAL AND GENERAL.

#### PASSED SUIT CANAL.

OUTWARD BOUND :—Bushells, March 27;

Omia, Mount Tabo, Era, April 13;

Bombay, Fraga, 21; Darjeeling, 24;

Glamorganshire, 27.

#### HOMEWARD BOUND :—Leicestershire, Leicesters.,

Luzon, April 17; Kaisar, Argyl, 21;

Marquis Bacchus, 24; Caledonian, Teuer, Karlsruhe, 27.

#### The O. & O. s.s. Bidge, with the Azores.

CANAL OF APRIL 19, left Yokohama on Wednesday, May 9, at daylight,

and may be expected here on or about

Monday, May 14.

The O. & O. s.s. Ocean, with the Azores.

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## THE CHINA MAIL.

as to the desirability of legalising the Japanese Yen, a meeting was convened in July last at which a resolution was adopted favourable to the proposal. For various good reasons, however, which it is unnecessary now to enumerate, it was considered prudent not to press the question further at the moment. One of the reasons, however, I may say was that a Special Committee appointed by this Chamber to report upon the desirability of coining British Dollars, of equal weight and fineness with the Mexican, were entirely in favour of it, and reported to that effect. It had been earnestly hoped that in view of the scarcity of the Mexican dollar the Home Government would before this time have sanctioned the British coin, and it is strange considering that the Bombay Mint would not coin the 1/2, my hesitation should be manifested by the Government. Mexican dollars have been at premium as high as 1½, and it is the intent of this Chamber to urge the matter vigorously upon the Governor on his return, and we can rely upon His Excellency affording that assistance which he has already accorded in every project to which this Chamber has invited his support.

The Chairman formally moved the adoption of the motion.

Mr. R. Bollinger seconded.

Agreed.

The Chairman.—Unless anyone has any resolution to propose, we will proceed with the business of the meeting, which is the election of the Committee by ballot.

The following Committee was elected:—

Hon. J. K. Keewick (Chairman), Mr. E. Mackintosh, A. G. Wood, H. J. Joseph, D. Jones, T. Jackson, and R. M. Gray (Members of Committee).

Mr. J. D. Hutchison, before the meeting closed, suggested that the Committee would bear in mind if the transit pass question again came up that it was the foreign goods that were protected and not the foreign importer. If the pass covered the foreign imports it had a wider range than if it merely protected the foreign importer.

The Chairman said the Committee would give the matter very careful consideration and see how far they could promote the views expressed by Mr. Hutchison. There was no doubt, with regard to transit passes, there was very considerable misapprehension as to what was protected and what was not; and there was very great point in what

Mr. Hutchison said in regard to the protection of the goods and not necessarily in the protection of the holder of the transit pass. He might remind Mr. Hutchison of the fact that there was a clause in the Choate Convention which specially provided that whosoever shall be the holder, European or Chinese, the holder is protected individually. The goods consequently were protected, independently of whomsoever held the transit pass.

Mr. Hutchison said that might be so, but, as Canton, Mr. Alabaster had said he would not lift his finger to protect the goods unless they were in the hands of the firm taking out the pass.

The Chairman assured Mr. Hutchison that the greatest care would be taken to consider the question in all its bearings. He took the opportunity of expressing his acknowledgment for the compliment the members had paid him in asking him to be Chairman for the current year, and he could only say it would always be his pride and pleasure to do his utmost to promote the interests of the Chamber to the best of his ability (applause).

This concluded the proceedings.

The following is the Report:—

SUNDAY CARGO WORKING ORDINANCE.  
The convenience attending the recovery of fees for Sunday Permit applied for, but subsequently rendered unnecessary, was brought to the notice of the Chamber by Messrs. Mellersh & Co. On the paper being referred to the Government, His Excellency the Governor, availing of the power vested in him by the Ordinance, courteously, so far relaxed the regulations that the payment of fees is now only required after the permits have been actually made use of.

TELEGRAPH CONVENTION.—  
The Foreign Office, addressing the Chinese Association, London, with regard to the above Convention, stated that in the opinion of Her Majesty's advisers at Peking by the Chinese Government that the preferential treatment in regard to Customs dues of junks employed in carrying tea, &c., would in future be strictly prohibited, such concessions in tea or cargo as carried still allowed. It is necessary almost impossible, owing to the nature in which these concessions are arranged, to prove that the shipper of cargo by steamship is at an advantage over those carried by foreign vessels; but the absence of positive proof does not weaken the contention that privileges are still granted to the former to the detriment of steamship owners. Through the assurance above referred to is a direct admission on the part of the Chinese Government of the granting of preferential duties in the past, and the fact that Junk-carried Tea can still be bought on more advantageous terms than Star-carried Tea is more than presumptive evidence that such concessions continue to be made, the action of the Peking Authorities does not appear to have got beyond ordering a prohibition, which the Steam-boat Representatives contend has never been put in force in Canton.

The Contravention of the Treaty in this respect is not confined to the shipment of Tea alone, but, in like manner, various articles are sent by Junks under presumption, differential duties, and it is hoped the Minister at Peking may be able to have this glaring infringement of Foreign rights redressed at an early date.

THE PREPARED OPIUM ORDINANCE.  
The defective working of this Ordinance in its original form, first referred to in 1889, has again been brought to the notice of the Chamber. Since that time fresh enactments have been made, but the representatives of the River Steam-boat Companies affirm that these have not afforded any relief from the grievances to which they formerly called attention. The defect was complained of, even in the amended Ordinance, was that no provision had been made for the confinement of Opium found on board ships covered by a permit from the Opium Farmer, but not recorded on the ship's documents. The protection given to Opium contained by these permits rendered comparatively safe to those engaged in it, but greatly increased the risk to Steam-boat Owners who were in constant danger of being charged with the infringement of the Chinese Customs regulations, to which very heavy penalties are attached, including confiscation of the vessel on arrival at Canton for having smuggled Opium on board, which the usual vigilance on the part of the Company's Officers, and a special preventive service had failed to prevent being shipped.

This and other difficulties attending the working of the Ordinance were brought to the notice of the local Government, but the Governor expressed himself, at that time, as unable to recommend any alterations, at least, during the currency of the present lease of the Opium Farm.

A petition addressed to Her Majesty's Chief Secretary of State for the Colonies by the representatives of the Steam-boat Companies praying for some amelioration was favourably entertained, and instructions have been issued to repeal Sections 33 and 39, and to afford in other directions the relief sought for by the petitioners.

ACTION OF THE SHANGHAI CHINESE SHARE-HOLDERS IN THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.  
In a letter addressed to the Chamber by the Manager of the Bank of China, Japan and the Straits, Limited, Hongkong, attention was called to the action certain Chinese Shareholders in Shanghai had taken in combining to resist payment of overdue calls on shares. Though this controversy, which had arisen between the Bank and its Shareholders, was not a matter in which the Chamber could "in any way interfere," it raised the question of Shareholders' liability, and having a direct bearing on other Foreign Companies in China, the Committee, at their general meeting in this Colony, particularly in the North, where a certain amount of opposition exists, a corresponding increase to that introduced in the Southern tariff has not been suggested.

CHINA ASSOCIATION.  
Since last report a branch of the Association has been established in Hongkong, which has tended to bring the Association and the Chamber into closer relationship, and it will be noticed from the annexed correspondence on various subjects that both at home and abroad opportunities have arisen for the exercise of joint action undertaken with the object of advancing commercial interests in the East.

INTERVIEW WITH HIS EXCELLENCY HERR VON BRANDT.

The Committee waited on His Excellency in Hongkong, on his way to Europe, to offer him, on behalf of the Chamber, its congratulations on his successful endeavours in the cause of commerce which, though naturally more immediately directed towards the interest of his own country, had not failed also to benefit other nations.

CNNSIAN EMIGRATION TO BRAZIL.  
A scheme for Chinese emigration to Brazil, under the control of the Hongkong Government, and safeguarded against the objectionable features which characterised the Coolie-carrying trade of former years, appeared to the Committee well deserving of encouragement, and it readily responded to. Messrs. Gibby, Lawrence & Co. offered to bring the matter to the notice of the Government. It was pointed out to the

Governor that the proposal promised to give employment to, probably, a large amount of foreign institutions in China, it seemed desirable that a Consular Officer should be appointed to carefully watch such action as will, no doubt, be taken by the bank in defence of its own interests in the Chinese Courts. His Excellency in replying stated that the question had already been brought to his notice, and he understood that a test case would shortly be brought before the Court at Shanghai, adding, "I may add that the question is one respecting which I do not see my way to interfere officially, but that I have unobligingly represented to the Yamén the importance of the decision in connection with the character of the commercial integrity enjoyed by the Chinese in general."

#### SUGGESTED ALTERATIONS IN BILL OF LADING CLAUSES.

Certain suggested alterations in Bill of Lading form by which it was proposed to do away with clauses which, in the opinion of the Sydney Chamber, unduly limited the responsibility of the carriers. The suggestion was brought to the notice of this Chamber with the view of co-operation.

If the adoption of a uniform

Bill of Lading for general use is ever arrived at, it will probably only be settled by agreement among the representatives of large shipping interests in Europe. It therefore did not appear to the Committee that local discussion could materially advance the views of the Colonial objectors.

#### NOTIFICATION.

The following rules, affecting the importation of machinery, have been approved by the Imperial Government, and are now issued for the guidance of those concerned:

(a) Machinery arriving bought by China, and by Foreign merchants for China, and with special certificates, is permitted to be imported.

(b) Machinery traded in by Foreign merchants on their own account, and which endangers health of the lives and means of livelihood of Chinese, is permitted to be imported and, if not an article enumerated in the tariff, pays an ad valorem duty of 5 per cent.

(c) Machinery traded in by the Foreign merchant on their own account but which endangers either the lives or means of livelihood of Chinese, and is not a tariff article, is not permitted to be imported.

#### NOTICE TO SPECIAL JURONS.

It having been represented to the Chamber that the present remuneration of \$10 per case should be altered to \$10 per day, an amendment to that effect was proposed by the Honourable T. H. Whitehead, at the Legislative Council Meeting of 16th March, to "The Jury Consolidation (Amendment) Ordinance." Objections to the amendment were raised by the Attorney General, and on the consideration of the motion of the representative of the Chamber it was lost by a small majority.

#### IMPORT AND EXPORT STATISTICS.

Her Majesty's Secretary of State for the Colonies has adopted the views of the Chamber that the right of forwarding goods into the interior under the protection of Transit Passes has, owing to the obstacles placed in the way by the local Chinese Authorities, become almost a dead letter. In addressing the Governor on 12th September last, Herr von Brandt writes:—"The question has been considered by me in connection with communications from other Colonies on this subject." I concur in your view that it would not be practicable to adopt in Hongkong the recommendation of the Departmental Committee."

The recommendation made by the Departmental Committee of the Colonial Office was

"the obtaining of proper returns from so important a trading centre as Hongkong."

Such a proposal would have met with ready acceptance from the Committee but for reasons which have been at different times advanced at considerable length, and need not be reproduced, that reliable statistics, however desirable, could not be obtained but by the adoption of measures certain to very seriously impede the trade of the Colony.

#### PROPOSED EXHIBITION FOR HONGKONG.

The attention of the Chairman was called to a proposal that had been mooted to have an exhibition at Hongkong, for which it was proposed that the Mint of Silver should be set up on the Praya Reclamation, and in connection with which it was thought a guarantee fund of \$100,000 would have been forthcoming. The Committee, though disposed to approve of the scheme, thought the promoters had under-estimated the difficulties attendant upon such a venture, and was of opinion that the exhibition was to be of little or no importance to the trade of Hongkong.

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#### COINAGE OF A BRITISH DOLLAR.

The Chamber's opinion having been asked as to the propriety of making the Yen legal tender in the Colony, it was, on the question being of very general interest, referred to a general meeting of Members held on 12th July last, at which a resolution was adopted to the effect that the Yen should be retained as the unit of value.

#### MONETARY.

The revolutionary proposal to close the Mints of India to free coinage and to impose a duty on Silver imported into that country had such an important direct bearing on the hitherto large and growing Trade between the great Indian Empire and the Far Eastern silver-producing countries, that the death of the Mint of Silver was no doubt a serious loss to the Colony.

The Colonial Surgeon—Should I

ask the Director of the Mint to cover

the Sanitary Board? How is

it to be accounted for so many

deaths occurring in the same neighbourhood in so very short a time?

The Colonial Surgeon—It is careless.

The Director of the Mint—It is

the Sanitary Board.

The Colonial Surgeon—It is

the Sanitary Board.

The Director of the Mint—It is

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# THE CHINA MAIL.

FRIDAY, MAY 11, 1894.

## For Sale.

### FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,

3, Queen's Road Central.

Hongkong, January 2, 1894.

## Mails.

### Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*BELGIO* (via Nagasaki),  
Kobe, Inland Sea and Yokohama... THURSDAY, May 24, at 1 p.m.  
*Oceanic* (via Nagasaki, Kobe, Inland Sea & Yokohama)... TUESDAY, June 12, at 1 p.m.  
*Gloria* (via Nagasaki, Kobe, Inland Sea)... TUESDAY, July 3, at 1 p.m.

**BELGIO** will be despatched for SAN FRANCISCO, JAPAN, NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on THURSDAY, the 24th May, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Passenger who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

General Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, April 25, 1894.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID;

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA,

MARSEILLE, LONDON,

HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 16th May, 1894, at Noon, the Company's S.S. *YARRA*, Commandant Dr. Mureaux, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 16th May, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

General and value of Packages are required.

For further particulars, apply at the Company's Office.

G. TOURNARE,  
Acting Agent.

Hongkong, May 2, 1894.

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STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROSETTA*, Captain G. W. F. BROWN, R.N.R., carrying Her Majesty's Mail, will be despatched from this for BOMBAY, on THURSDAY, the 24th May, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the S.S. *PENINSULAR*, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 15th JUNE, 1894).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

L. H. JOSEPH,

Superintendent.

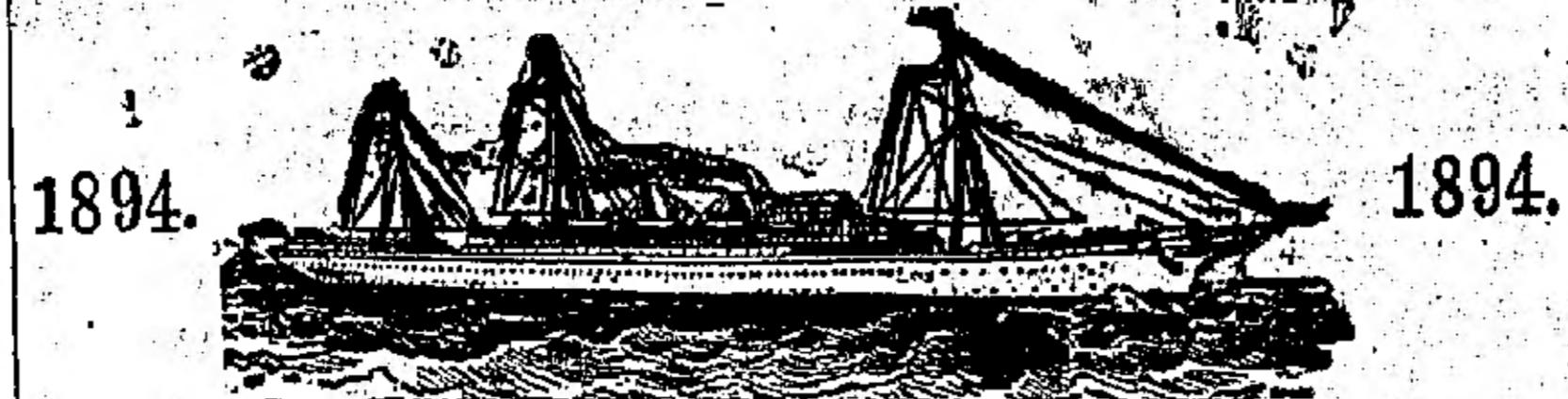
P. & O. S. N. Co.'s Office.

Hongkong, May 10, 1894.

830

## Mails.

### CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1894.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

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*Belgian* (via Nagasaki),  
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